HONDA **ServiceNews** September 2001

SB 626720

"Cam-On" Fuel Fill Cap Failures During Smog Check

NOTE: This article applies to all '78–89 Honda models and '90–91 Civics, CRXs, and Preludes. These models have the old-style "cam-on" (1/4 turn) fuel fill caps.

Tech Line has been getting calls from our dealers about customer's vehicles failing a state I/M (Inspection/Maintenance) program test (smog check) because of defective fuel fill caps, only for those vehicles to fail the test *again* after the dealer replaced the cap with a new one.

The problem might not be the fuel fill cap, but instead the equipment used for testing. If the smog check station is using a Stant fuel cap adapter kit, and the wrong adapter is used, the fuel fill cap *won't* fit properly, and it *will* fail the leak test.

The right adapter for testing these fuel fill caps is Stant P/N 12407 (it's black with a white ring). If your dealership is a state-certified smog check station, and you're *not* using this adapter, contact Stant Corporation at **765-825-3121** and order the adapter. If customers coming into your dealership failed the test at other smog check stations, as a customer courtesy, contact those stations, and tell them about this adapter.

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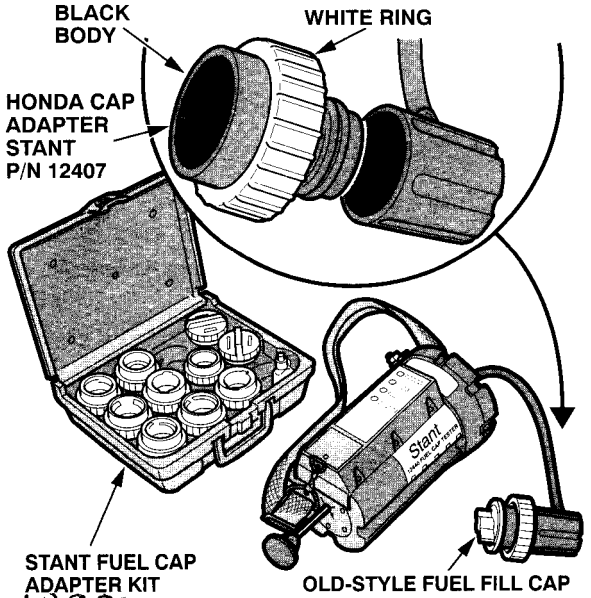

SB 626788

Low Fuel Warning Indicator On: '96–00 Civic

On '96–00 Civics, if the low fuel indicator *doesn't* come on when the fuel level is low or it *doesn't* come on at the fuel level where it used to come on, replace the fuel gauge sending unit. Order P/N 37800-S02-C12, H/C 6615173.

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SB 626790

Prevent Vacuum Leakage During EVAP System Testing

On '99–01 Odysseys, when you're doing EVAP system testing for DTC P1456 or P1457 (see the article "S/N Revision: Troubleshooting DTC P1456 and P1457" in the December '99 issue of *ServiceNews*), make sure there's no vacuum leakage back into the fuel tank. If there is leakage, it can falsely cause the fuel tank pressure (FTP) sensor voltage to rise during testing. Use this procedure to prevent vacuum leakage back into the fuel tank:

1. Follow the vacuum hose that connects the two-way valve to the top of the fuel tank.
2. Locate the vacuum hose T-fitting on the driver's side forward corner of the fuel tank.
3. Pinch the vacuum hose on the leg of the T-fitting that goes toward the passenger's side. This keeps any vacuum from leaking back into the fuel tank.

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SB 626794

PGM-FI Main Relay Sticks in ON Position: '98–02 Accord

On '98–02 Accords with A/T, if the PGM-FI main relay sticks in the ON position after you turn the ignition switch to LOCK (0), the PCM can repeatedly set these A/T DTCs:

- P0753 (shift solenoid valve A)
- P0758 (shift solenoid valve B)
- P1705 (transmission range switch short to ground)
- P1768 (A/T clutch pressure control solenoid valve A)

To check for a sticking PGM-FI main relay, here's what you do:

1. Connect the PGMTester to the 16P data link connector.
2. Turn the ignition switch to LOCK (0), and watch the PGM Tester display screen. You should see the message NO COMMUNICATION as soon as you turn the key to LOCK (0).
   - If you see the NO COMMUNICATION message, the main relay is OK. Continue with normal troubleshooting.
   - If you *don't* see the NO COMMUNICATION message, and there's continued communication with the PCM, the main relay is defective and must be replaced.

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SB 626859

A/T DTC P0740 Repair Tips

On all Honda models with A/T, except Passports, if you're doing a repair for A/T DTC P0740 (lock-up control system), refer to this table first:

Model	S/B	Repair
'98 Odyssey	98-053	Replace PCM or torque converter
'96–97 Accord L4	98-040	Replace PCM or A/T
'98–99 Prelude	00-030	Replace TCM, and flush A/T
'01 Civic	01-049	Replace torque converter

If there's no service bulletin for the vehicle you're working on, go to the DTC P0740 troubleshooting procedure in the appropriate S/M. If the troubleshooting procedure recommends replacing the A/T, make sure you have a reman A/T on hand. Remove the original A/T, and look at the condition of the torque converter O-ring. Then, follow these tips to ensure a lasting repair:

Missing or cut O-ring. If the O-ring is missing or cut, internal leakage of ATF can cause DTC P0740 to set. Replace the O-ring, and reuse the original A/T. Make sure the problem has been resolved by connecting your PGM Tester and test-driving the vehicle using the previous P0740 freeze data parameters (match the TPS and VSS values for at least 25 seconds). If the DTC comes back, install the reman A/T. If the DTC *doesn't* come back, return the original A/T for warranty claim.

Flattened or deformed O-ring. If the O-ring is flattened or deformed, replace the A/T. The O-ring can get damaged if the ATF pump seizes up and overheats. Install the reman A/T. Make sure the problem has been resolved by connecting your PGM Tester and test-driving the vehicle using the previous P0740 freeze data parameters (match the TPS and VSS values for at least 25 seconds).

O-Ring is OK. If the O-ring is round and in good condition, DTC P0740 was most likely caused by the A/T, the torque converter, or both. Install the reman A/T. Make sure the problem has been resolved by connecting your PGM Tester and test-driving the vehicle using the previous P0740 freeze data parameters (match the TPS and VSS values for at least 25 seconds).

Before you install the reman A/T, make sure the O-ring on the torque converter is properly installed.

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SB 626801

Clutch Pedal Squeaks When Pressed: '01 Civic

On '01 Civics with M/T, the hydraulic fitting for the clutch master cylinder can squeak or twang when you press the clutch pedal. To isolate this noise, place your hand on the hydraulic fitting, and have someone pump the clutch pedal. If you feel the fitting move as you hear the noise, remove the fitting, and apply a thin film of silicone grease (P/N 08C30-B234M, H/C 6110928) to the fitting. But *don't* spray or apply any other type of lubricant to this joint; doing so could damage the O-ring and cause the brake fluid to leak.

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SB 626835

Rolling Backward After Releasing Brakes Is OK

On '98 and later Hondas with A/T, does this customer complaint have a familiar ring? "How come when I'm stopped on a hill, my vehicle rolls backward as soon as I release the brake pedal? It *never* did this on my previous Honda." If you're hearing words like this, let your customers know their vehicles are OK. The rollback is a normal characteristic of the vehicle resulting from

Fuel Economy Improvements

- The slip characteristics of the torque converter at idle have been changed.
- Tire rolling resistance has been reduced.
- Drivetrain friction has been reduced.
- Brake drag has been reduced.

Durability and Longevity Improvements

- Drivetrain friction has been reduced.
- Brake drag has been reduced.

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SB 626808

Water Leakage During a Car Wash

On '94–97 Accords, '92–00 Civics, '97–01 CR-Vs, or '93–97 del Sols, some customers may complain about water collecting on the passenger's floor after running the vehicle through a car wash. If the blower is on and the vent control is set to Fresh Air mode when the vehicle is run through, water can get into the blower and drip onto the floor. To prevent this, advise your customers to turn off the blower and to set the vent control to Recirculation mode before running their vehicles through a car wash.

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SB 626824

A/C Cycles Rapidly at Idle: '95–98 Odyssey

On '95–98 Odysseys, if the A/C compressor cycles on and off very rapidly when the engine is idling, but it works normally above idle, check the engine speed. If the idle speed is *below* 700 rpm, do these steps:

1. Remove the IAC valve, and clean the inlet screen. Wrap the IAC valve in a clean shop towel, and set it aside.
2. Remove the base idle adjustment screw, and clean out the idle air passage.
3. Thread the base idle adjustment screw until it lightly seats, then unscrew it two full turns.
4. Reinstall the IAC valve.
5. Start the engine, and let it run until the radiator fan cycles twice.
6. Turn off all electrical loads, and unplug the IAC valve 2P connector.
7. Adjust the base idle speed to 600 rpm.
8. Turn the ignition switch to LOCK (0).
9. Plug in the IAC valve 2P connector.
10. Remove the No. 39 (7.5 A) fuse (Backup/Radio) from the under-hood fuse/relay box for 10 seconds to reset the PCM.
11. Start the engine, and let it idle for 1 minute. The idle speed should be 700 rpm ± 50 rpm and the A/C compressor should work normally.

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SB 626829

Can '01 Civic Radios Be Interchanged?

On '01 Civics, the radios used for 4-door and 2-door models *aren't* interchangeable. Here's why:

- The radio for the 2-door model supplies power to the antenna module.
- The radio for the 4-door model *doesn't* have an antenna module; there's *no* power wire.
- If you mistakenly install the radio for a 4-door model in a 2-door model, there *won't* be any AM radio reception.
- The radio for the 2-door model has an *amber*-colored display; the radio for the 4-door model has a *green*-colored display.

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SB 626826

Replace Circuit Board for Gauge Assembly Problems

On '99–01 Odysseys before VIN 2HKRL1850YH510819, if the speedometer, tachometer, odometer, fuel gauge, or coolant gauge *doesn't* work or works intermittently, replace the gauge assembly printed circuit board. When the speedometer and the tachometer don't work, the needle rests at zero. When the fuel gauge doesn't work, the needle rests on **E**. When the odometer doesn't work, the display is blank. When the coolant temperature gauge doesn't work, the gauge can read **H** or **C**.

Order the appropriate replacement printed circuit board:

1999–00 Odyssey: P/N 78146-S0X-A02
H/C 6078703

2001 Odyssey: P/N 78146-S0X-A03
H/C 6555130

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SB 626840

Remote Transmitters *Aren't* Interchangeable

On '99–01 Odyssey EXs, if the keyless remote transmitter *can't* be programmed or *won't* work after it's programmed, you may be using the wrong transmitter for that model. The transmitters for the '99–00 EX and the '01 EX *aren't* interchangeable. To tell which transmitter is which, look at the FCC ID code on the back of the transmitter. The ID code for a '99–00 transmitter is **E4EG8DN**; for a '01 transmitter, it's **0UCG8D-440H-A**.

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SB 626843

Rear Sunshades Are Taboo: '00 and Later Accords

The Honda accessory rear sunshade *isn't* suited for '00 and later Accords and *shouldn't* be installed. Here are the reasons why:

- On 2-door models, the sunshade (P/N 08R10-S82-100, H/C 5503008) contacts the rear speaker grilles and *can't* be properly attached to the rear shelf.
- On 4-door models, the sunshade (P/N 08R10-S84-100, H/C 5503016) blocks the child seat tether anchors. The tether anchors are a Federal Motor Vehicle Safety Standard (FMVSS) requirement, and blocking their access is an FMVSS violation.

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SB 626846

SB 626856

A Lean to the Left Is OK

NOTE: This article applies to all '98 and later Honda models, except Passport.

Most left-hand drive models sold in the U.S. are heavier on the left side than the right, so they tend to lean to the left when viewed from the rear. Since 1996, many models have been built with longer damper springs on the left side to counteract this tendency.

Sometimes, a vehicle with a longer left damper spring will lean to the right, unless there's someone sitting in the driver's seat. If it does this, but it's fairly level when someone's sitting in the seat, it's probably OK.

You can measure a vehicle's ride height by following these steps:

1. Remove all loose items from the trunk and the passenger's compartment. Make sure the tires are inflated to the recommended pressures listed on the door-jamb sticker.
2. Bounce both sides of the vehicle up and down to stabilize the suspension, being careful not to dent the fenders or the body panels.
3. Roll the vehicle forward and backward at least one full rotation of the wheels to remove any flat spots on the tires.
4. At each wheel, measure through its centerline, the height from the floor to the bottom edge of the fender.

If your customer isn't exactly thrilled with the way his or her vehicle leans, compare it to an identical one with similar mileage. Keep in mind though, different transmissions, trim levels, and accessories can affect the way a vehicle leans.

SB 626852

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To Prevent Misfire DTCs, Use *Only* Honda Drive Belts

Here's something from our "strange but true" file: On '96–00 Civics, '97–00 CR-Vs, and '96–97 del Sols, if the MIL comes on intermittently and misfire DTCs are set, *without* an engine performance problem, inspect the alternator drive belt. If the drive belt *isn't* a Honda drive belt, remove or replace the drive belt, and retest.

Tech Line has had several cases where the alternator drive belt caused intermittent misfire DTCs that couldbe resolved *only* by replacing the drive belt. The root cause of this problem is related to the quality control of the belt.

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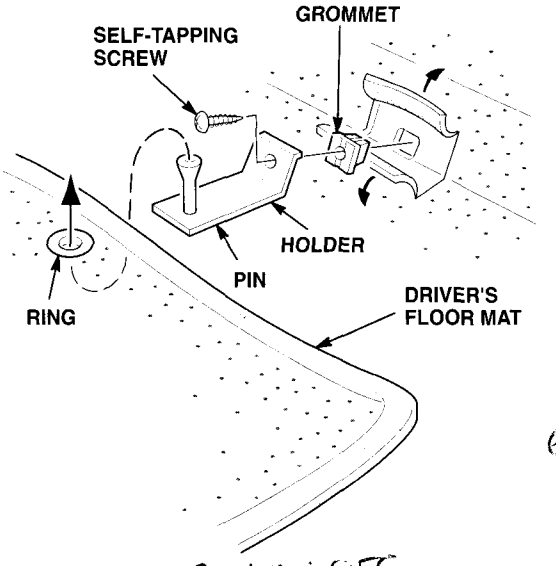
Driver's Floor Mat Installation: '99–01 Civic

On '99–01 Civics, when installing the driver's floor mat, make sure you install the floor mat holder and attach the floor mat to it. Earlier Civic models used rubber nibs to hold the floor mats in place. To install the floor mat on '99–01 Civics, just install the holder to the floor with the grommet and self-tapping screw, and slip the ring on the end of the mat over the pin.



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SB 626858

Don't Rekey Ignition Switches

If you're thinking about rekeying a replacement ignition switch on a Honda vehicle, take our advice: *don't do it*. Others who have tried it will tell you, you *won't* be able to put it back together; or if you manage to do it, it's a major pain.

If you need a new lock in the switch, the best advice is to install a new ignition switch, and then rekey the rest of the locks (doors, trunk, tailgate) using the appropriate kit.

For additional info, see the article "All-Model Lock Rekeying Made Easy" in the May '89 issue of *ServiceNews*.

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